

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1906.

Complete Edition \$10.00
Single Copy 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers

No. 15,064. 號四十六零千五萬一第 日四初月六年二十三精光 HONGKONG, TUESDAY, JULY 24TH, 1906. 二拜禮 號四十二月七年六零百九千一英港香 PRICE, \$3 PER MONTH.

JOHN COTTON'S
FINEST SMOKING MIXTURE
Nos. 1 & 2.
(Medium.)

Sole Importers:
**A. S. WATSON & CO.,
LIMITED.**
CIGAR DEALERS & TOBACCONISTS
ESTABLISHED A.D. 1811.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$4.75 per cask ex Factory.
In Bags 250 lbs. net \$2.80 per bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 1st October, 1905.

NOTICE.
WE HEREBY beg to Notify our Customers that we cannot accept more than two dollars in subsidiary coins in payment of our accounts, AND OUR SHOPS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.
A. S. WATSON & CO., LTD.
Hongkong, 4th July, 1906.

PHOTO SUPPLIES.
CAMERAS of the very latest patent.
EASTMAN'S KODAK AND FILMS.
W. BUTCHER & SONS' CAMERAS and
ACCESSORIES.

A. TACK & CO.,
28, DES VŒUX ROAD.

FRESH STOCK of the best PLATES and
PAPERS by every steamer. Prices very
moderate on application.

FURNITURE.
Hongkong, 28th May, 1906.

ON SALE
BOUND VOLUMES of the **HONGKONG
WEEKLY PRESS**, July to December
1905. With INDEX. Price \$7.50.
On sale at the **Hongkong Daily Press Office**
Hongkong, 29th Feb. 1906.

NOTICES OF FIRMS
NIITSU BISHI GOSHI-KWAISHA.

NOTICE.
DURING MY Temporary Absence from
this Port **MY Y. SHIUYA** will take
CHARGE of the Office of the above named
Company.
T. MATSUKI,
Manager.
Hongkong, 21st July, 1906.

NOTICE.
WE have this Day Authorized Mr.
LORENZO BORELLO to Sign our
Firm Per Procuration.
V. P. MUSSO & Co.
Hongkong, 4th July, 1906.

WANTED
WANTED.

EUROPEANS with a knowledge of Can-
tonese Dialect. Applications to be made
in Writing, stating previous occupation and
terms, to—
"R. D. H."
Care of "Daily Press" Office.
Hongkong, 23rd July, 1906.

SITUATION WANTED.
WANTED a Position as STEWARD-
ESS on Board Ship or in Large Hotel.
Apply by letter to— "Box 1,718,"
Care of "Daily Press" Office.
Hongkong, 17th July, 1906.

WANTED.
FURNISHED BUNGALOW on the Peak,
from January for one year or longer.
Apply—
"BUNGALOW,"
Care of "Daily Press" Office.
Hongkong, 12th July, 1906.

DENTAL SURGEON.
G. DE PERINDORGE.

DIPLOMA: PARIS.
LATEST IMPROVEMENTS, INCLUDING
PORCELAIN FILLINGS.
HOTEL MANSIONS,
PRINCE STREET
[1353]

CUTLER, PALMER & CO..

WINE & SPIRIT MERCHANTS,
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

BRANDY	***	Per Case.
"	***	\$22.50
"	**	20.00
"	*	16.75
WHISKY, PAUL MALL		20.00
" JOHN WALKER & SONS'		
OLD HIGHLAND		12.50
" C. P. & CO'S SPECIAL		
BLEND		10.50
PORT WINE, INVALIDS		20.00
" DOURO		13.75
SHERRY, AMOROSO		20.00
" LA TORRE		16.00
BENEDICTINE, D.O.M.		40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO..
HONGKONG AGENTS.

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, SPECIAL—The finest of all "Pog" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
Stop drinking rank, Smoky Stuff, because "it comes through the SODA."
Try HAIG & HAIG'S WHISKIES: pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:
F. BLACKHEAD & Co.
1137

LANE, CRAWFORD & CO.

LADIES' DEPARTMENT.

JUST RECEIVED A SPECIAL SHIPMENT OF
SILK VOILE AND MUSLIN
COSTUMES.
THE VERY LATEST PRODUCTIONS.
SILK & LACE BLOUSES
IN NUMEROUS DESIGNS AND AT ALL PRICES.
SILK & LINEN SKIRTS
LINEN COATS.
LACE SCARVES, COLLARS, SLEEVES, HOSE,
BOOTS AND SHOES.

LANE, CRAWFORD & CO.

Hongkong, 7th July 1906.

HIRANO.

THE LEADING MINERAL WATER OF THE EAST.
THE HIRANO MINERAL WATER CO., LD. KOBE.
AGENTS: **F. BLACKHEAD & CO.**
Hongkong, 16th August, 1905.

FOR BATHING PARTIES.

APRICOT BRANDY.
BLACKBERRY BRANDY.
CHERRY BRANDY.
CHERRY WHISKY.
CHERRY GIN.
SLOE GIN.
PEPPERMINT.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.
Hongkong, 12th July, 1906.

THE LAHMEYER ELECTRICAL CO. LD..

**THE
FELTEN & GUILLAUME-LAHMEYER WERKE
FRANKFURT A/M.**

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to **SIEMSEN & CO.,** SOLE AGENTS FOR CHINA.

MACKIE'S
WHITE HORSE CELLAR
THE UNBIVALUED SCOTCH WHISKY
\$14.00 PER DOZEN.
LANE, CRAWFORD & CO.
SOLE AGENTS.

JAPAN COALS.
mitsui BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE—1, SUNDOGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 108, HOUSE STREET
OTHER BRANCHES
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chiofo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Sasebo, Maiduru, Miike, Hakodate, Taipei, &c.
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mameda, Mannono, Onoura Otsaji,
Sasabaru Tenboku, Yoshinotani, Yoshio, Yumokibara, and other Coals.
112
S. MINAMI, Manager, Hongkong

W. BREWER & CO.

25 & 25, QUEEN'S ROAD.
JUST LANDED. NEW STOCK.
THE AUTOCAT SET FOR EVERY WRITING
TABLE: 50 COMBINED NOTE-ENVELOPES,
WITH BLOTTING PAD COVER, SILURIAN
AND CREAM LINED. 80 cts.
SUPERIOR ENGLISH MADE. EXTRA STRONG
BOND WOVE LETTER TABLET, complete
with BLOTTING PAD. 40 cts. and 50 cts.
each, 2 sizes.
SAFE GUARD DARK LINED ENVELOPES,
3 sizes. Very Strong.
OUR SPECIAL EXTRA STRONG BOND 9999
NOTE PAPER.
TYPEWRITER PAPER, SUPERIOR QUALITY,
FOOLSCAP SIZE, 250 in a Box, 1.20; 4 to 1.00

C. LAZARUS & COMPANY,

60 AND 61, BENTINCK STREET.
CALCUTTA.
BILLIARD TABLE MANUFACTURERS.

THE STANDARD INDIAN BILLIARD TABLE,

Complete with all Accessories for Billiards and packed for Shipment.
R. 1.460.

C. LAZARUS & CO., CALCUTTA.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. 1563

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 658

DAVID CORSE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.
551
NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on
sale daily at the KOWLOON BOOK
STALL, Mr. H. RUTONJEE'S KOW
LOON STORE, No. 38, Elgin Road and
Mr. AH YAU'S FERRY WHARF STALL.
Hongkong, 22nd December, 1903.

THE HONGKONG ICE COMPANY, LTD.
have now 49,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 9 A.M. and 4 P.M. daily, Sunday
excepted to receive and deliver perishable goods.
W.M. PARLANE, Manager.
Hongkong, 18th November, 1905. 47.

RATES OF EXCHANGE
AT HONGKONG.
FOR
DEMAND DRAFTS ON BOMBAY.
On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver
FROM 1893 TO 1905;
ALSO
RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER, From 1900),
and other Useful Information.
PRICE: \$1 CASH.
On Sale at the "DAILY PRESS" Office, or
Local Booksellers.
Hongkong, 16th April, 1906.

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
163 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel
Residents.
Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRA
[1157] **H. HAYNES, Manager.**

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th July, 1905. [1159]

VICTORIA HOTEL.

SHAMEN—CANTON.
On the British Concession.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European
Management.

Every Comfort and Convenience for Resident
and Tourists.

[1157] **Proprietors.**

"BOA VISTA"

HOTEL-SANITARIUM OF SOUTH
CHINA.
MACAO.

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (ss. *Hongkong*) daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
An Orchestra plays during Dinner on
Saturdays.
Cable Address—"BOAVISTA."
For Terms, apply
[1157] **THE MANAGER.**

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD."
27, CANNON ROAD.
Hongkong, 20th September 1905. [673]

FIRST-CLASS BOARD & RESIDENCE

"BRAESIDE."

A LARGE AND COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining and
Reception Rooms, Large Airy and Well
Furnished Bedrooms, every home comfort. Fine
View of the Harbour. Terms moderate.
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road
(date of "Tang Yuen").
Hongkong, 27th June, 1905. [4]

PURE FRESH WATER

THE HONGKONG STEAM WATER
BOAT CO., LTD. is prepared to supply
any Quantity of PURE FRESH WATER to
the Shipping, both for Deck and
Boilers.
Call Flag—W.
J. W. KEW,
Manager,
Hotel Mansions, 3rd Floor.
Hongkong, 8th August, 1905. 1243

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH
ELEY'S, SCHULTZ'S, AMBERITE
AND KYNOC'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE
AND NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 888G. ALL GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong, 28th November, 1902. 893

INTIMATION

A. S. WATSON & CO.,
LIMITED.

BULL DOG BRAND
LIGHT ALE.

IN
QUARTS, PINTS
AND
SPLITS.

THIS ALE, brewed expressly for **ROBERT PORTER & Co., Ltd.**, is bottled under a Special System which enables the best Characteristics of a Good **ENGLISH ALE** to be Combined with Extreme Lightness of Character and a practical **FREEDOM** from **SEDIMENT** a result hitherto deemed unattainable.

Per Case of 4 Doz. Quarts \$18.00 Per doz. \$4.50
" 8 " Pints 24.00 " 3.00
" 12 " Splits 27.00 " 2.25

Sole Agents:

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1871.

HONGKONG, 18th July, 1906.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column could be published in this column. Correspondents must forward their names and addresses with communications addressed to the Editor, for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that time the supply is limited. Only supplied for Cash. Telegraphic Address: PANGA. Order A.S.W.C. 5th St. (H.K.)
P.O. Box 25. Telephone No. 12

HONGKONG OFFICE: 10A, DES VUE ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 24TH, 1906.

The new form in which the old disease of China, which has so many times almost resulted in her annihilation as a nation, and which seems not unlikely to end in her final partition amongst the more active Powers, is exhibited in an acute form in the history of the Kuang-pei Concessions, Limited, for working some coal mines near Chungking in Szechwan. The disease is inertness, and like the "sleeping sickness" in Uganda, brings on first a strange craving to be let alone; this results in a sleep in which the patient is wholly incapable of being aroused by any external stimulus, and this in the last stage develops into coma and death. The first stage, that of withdrawal from intercourse with her fellows, has at the moment reached an acute phase, and one of its most dangerous symptoms is the cry of "China for the Chinese", which has lately become the watchword of the younger generation. It is the more dangerous for China that it has assumed the inflated garb of progressiveness, while deliberately aimed at repressing every aspiration for advance. No nation in the world had ever had offered to it external assistance on such easy terms as China. As Mr. BIANCHI truly stated at the recent opening at Sochow of the Shanghai-Nanking Railway, England has always been identified with the policy which has for its object the maintenance of the integrity of China as a sovereign State; and the peaceful development of the trade and resources of the empire forms an essential part of that policy; and the advancement of railway construction under conditions

mutually advantageous, and the promotion by this means of trade in the interests of Great Britain and China alike, is really the capstone of the edifice. In the Chihli railways, the restoration of which to China was really due to the self-denying policy of England, China has a means of gauging the sincerity of England's professions, with which we have to contrast the unseemly efforts on the part of China to creep on her side out of the by no means onerous conditions attached to the enterprise; and the recent parading of claims to independence of action, intended to be taken in contravention of China's engagements with Great Britain. A very similar course has been taken with Japan with reference to the restoration of occupied territory in Manchuria and Shingking. This is the more marked that it is in striking contrast with the conspicuous readiness displayed to enter into entangling negotiations with Russia, which the experience of the last ten years, especially, ought to have plainly proved to China had but one end in view, and that is her own destruction. The only possible construction to be placed on this seeming anomaly is that the would-be patriots of China who pose in high quarters as the exponents of the policy of exclusion, are really more bent on advancing their momentarily private schemes than on promoting the well-being of the State.

To return, however, to the Kuang-pei Concessions, Limited, with which our remarks commenced. In the small valley of Lung-wang Tung, some twenty miles from Chungking in Szechwan, it had long been known that certain coal seams outcropped, and these for some generations had been worked in a small way by means of adits driven horizontally into the sides of the depression. A few years ago Mr. A. J. LITTLE, in conjunction with some of the more enterprising of the owners, bought up the interests of the others, and proceeded in a tentative way to develop the working. The Szechwan coal workers are more progressive than those in the other provinces, and are always wont to hail any improvement in their methods. As with all Chinese their custom was to work from a single adit, but unlike the others they worked on a primitive longwall system, cutting continuously one side of the gallery, and piling the debris behind them. As they endeavoured to keep their workings as nearly level as possible, they could not vary much from the original direction, and hence the hollow in which the workings became held to an inconvenient extent; and the workings became unduly long, in one case considerably exceeding two miles. Under the circumstances, with the full approval of his native colleagues, Mr. LITTLE sought expert advice, and it was arranged to call in the aid of outside capital to develop the mines. This had the full approval of the officials, and a regular concession of the right of mining within the sub-prefecture was arranged to the mutual satisfaction of all, both people and officials. The coal is an almost ideal steam-coal, with a large proportion of fixed carbon, and a practical absence of sulphur, and is in considerable request at Hankow, both for railway and steamboat use. So affairs stood at the end of last year, when Mr. LITTLE put the concession, in which all the officials from the Viceroy down concurred, on the market. Unfortunately Peking took it into its head to send down a new Fantai, who proved to be of the new school of which the present Nanking Viceroy, and the late Taotai YUAN, of Shanghai notoriously belong. Nothing was at first ostensibly done, and Mr. LITTLE arranged with the leading bankers in Chungking to issue shares in return for deposits, and some seven hundred had been actually applied for locally, and everything was ready for the final issue of the prospectus; it being understood that both natives and foreigners were at liberty to become shareholders. When then the date of issue was fixed at Shanghai, and telegraphed up to Chungking, everything seemed in order to begin. The first intimation that there was likely to be any hitch came from the native bankers at Chungking, who without assigning any reason suddenly refused to receive the deposit from the native shareholders. It subsequently turned out that they had withdrawn under threats from the officials, owing to the influence brought to bear on the Viceroy through the new Fantai. In Shanghai the full number of shares were, however, subscribed for, but there being a necessary need for further surveys, and a good deal of preliminary work, such as the making of a small convenience tram, to be taken up before the real development of the mine commenced, only the preliminary call had been paid up. Under the concession the

time for starting the company had been limited, and the first step taken was to make an attempt to entirely cancel the agreement, this period having been unavoidably delayed a few weeks; this with some difficulty having been got over, the next step was to question the validity of the new company—first by half the shareholders were not Chinese, and next because the entire capital had not been paid into the bank at Shanghai. With regard to the first it was explained that it was entirely owing to the obstruction of the officials in Szechwan, who had forbidden the payments of the native subscribers to be received, that the number of native shareholders was less than had been anticipated; but that in any case there had been no stipulation as to the number, and that there were actually a number of native shareholders whose subscriptions had been paid in in other places. To the second objection it was shown that it had never been intended to call up all the capital in the first instance, that not being the custom where foreign companies were concerned, there being actually no need to call for the remainder of the capital till the preliminary works were further advanced. Unfortunately the term of Sir RUSSELL SATOW as Minister expired at this time, and local officials took advantage of this to obstruct in every way the works. An engineer, who had been sent up to make the preliminary surveys for the convenience of the railway to the Kiang River, which had been included in the concession, was not permitted to get to work, and practically everything has been done that the most perverse ingenuity could suggest to render the entire concession nugatory. The present case is the more noteworthy that every requirement had been scrupulously observed on the part of the concessionaires, and every allegation made had been successfully refuted.

We have gone the more fully into this case as an instance of the lengths the reactionary party, at the moment in the ascendant, is prepared to go to gain its ends. In this particular case there is no allegation of any interference with native ideas or wishes; the entire province was, in fact, in favour of the scheme, and the opposition has proceeded from the same clique who all through the empire are prepared for the most selfish ends to jeopardise the good name of their country in the eyes of the world. It is on a par with the farce being enacted with regard to the Canton-Hankow railway, and which would exclude every means of communication with outer nations, and revive the bad old times of Kiang and Taikwang. There can be but one ending of such a policy and that is to bring China again into collision with the Powers; and the inevitable result of such a struggle must mean the entire destruction of China's independence as a nation. Against this eventually England more especially has been struggling for many years; but it is characteristic of the little understanding of affairs possessed by the new party that it is precisely against England that the principle of exclusion is the most rigorously directed.

Four pirates, recently captured, were executed at the Chefoo Customs Jetty.

A London syndicate is leading the Tokyo municipality eighteen million yen.

Yesterday's arrivals from the north report rough and squally weather, but none encountered the typhoon.

The Norwich Union Fire Insurance Society lost nothing at San Francisco. It had the clause protecting it against fire losses due to earthquakes.

L'Echo de Chine learns from Kuifong Fu that the inhabitants have bought in great quantities of the old uniforms of the Japanese army.

The new Chinese Chamber of Commerce at Singapore has just received the approbation of the Throne and is enrolled in the archives of the Government.

Saturday last was to witness the installation of another corps of Chinese volunteers in Shanghai, this time in the south of the city.

In the Chao Feng Shan Shan at Chinking copper has been discovered, and a Shanghai company, having received the necessary authority, has commenced the mineral exploitation.

Following is a specimen news item from the Japanese press: "On the extraction of a piece of shell from a wound in a soldier who was put out of action at Port Arthur, a five-yen note which had been in his belt was also found imbedded in the wound."

Mr. Li Shun-fan at the sale at the Public Works Department yesterday afternoon purchased for \$12,300 the right of erecting and maintaining a permanent pier on Crown Foreshore opposite the foot of Queen Victoria Street, for a term of fifty years.

During last week there were seven plague cases, of which five were fatal. One case since makes the total 876, fatalities 819. One European and one Sikh were down with enteric.

Dr. Ume, of the College of Law in Tokyo Imperial University, is to act as legal adviser to the Korean Government, and law courts will be established, over which Japanese judges will preside, so as to ensure—a very remarkable contemporary—the impartiality of the court.

Mrs. Oussiatinski, of Chetoo, on retiring at night noticed in a mirror the reflection of a Chinese under her bed. The man saw he was detected, attempted to gag Mrs. Oussiatinski, who managed, however, to attract the attention of her husband. The man was secured and eventually sent to the Taotai for punishment.

There were rumours in Shanghai on July 18th that the I.C. S. Kingpin (from Chetoo for Tientsin) had been blown up by a mine. She left on July 18th, and a news of her arrival had then been received. The rumour was started by Chinese, and had received no confirmation by midnight of the 18th.

The astonishing carelessness exhibited in handling "live" shells has been proved in Osaka recently by two fatal explosions. A similar accident happened on Thursday, when a man picked up a shell, which, it is reported, was actually lying in the street. His son was desirous of examining the shell and struck it with a hammer. He was blown to pieces. Quantities of waste iron have been brought from Manchuria and among them are numbers of unexploded shells.

The Chao Shih-shan states that the N. Y. K. and O. S. K. contemplate the amalgamation of their Yangtze steamer services and the acquisition of that of the Hunan Kaishan. The N.Y.K. says that the N. Y. K. has ordered three steamers of 3,500 tons each to be built and finished this year at the Kawasaki Dockyard for the Yangtze service. Two others, each of about 2,800 tons, have been ordered in England for the Shanghai line, and six ships of 8,500 tons are being built, four at the Mitsui Bishi and two at the Kawasaki Dock for the ocean service.

The following paragraph appears in the minutes of the Shanghai Municipal Council, under date July 11th:—"With a view to greater efficiency in certain branches of municipal work it is decided as an experiment to authorise the purchase of four cars, respectively for the use of the Police, Health, Public Works, and Electricity Departments. Two types of car selected will be the 'Beaufort,' and the vehicles will be shipped by the London agents, already assembled, after inspection by the examination department of The Autumn Magazine."

The N.C. Daily News of July 19th said: "There was a big slump in 'Docks' yesterday as a result of the meeting the previous day, and sales were made at what can only be described as panic prices. At the meeting of the Shanghai Dock and Engineering Co., Ltd., held on July 17th the Chairman in the course of his speech said: 'With regard to the Old Dock property, and that portion between the International and Cosmopolitan Docks, at the moment I am not in a position to say whether it will be sold, or developed by the Dock Company, but shareholders will be notified of anything of importance in this connection.'"

The passengers by the P. A. O. steamer Sonneti have sent in to the General Manager of the Company in London the following appreciation of the Commander and officers of the vessel during the trying circumstances caused by the fire which broke out during her last voyage home: "The passengers of the Sonneti wish to place on record their sense of the admirable manner in which the Commander and officers handled the difficult situation created by fire which broke out in the hold on the 22nd May. They feel that this is due from them in recognition of the pluck and steady endurance displayed by everyone concerned during the long period of severe work and exposure which was rendered all the more trying by the dense fog prevailing at the time."

VOLUNTEER SHOOTING.

The monthly shoot of the Right Half No. 2 Company, H.K.V.C., for the Nicholson and Maitland Cups was held on Sunday at Tai Hang. The attendance was smaller than usual and the intense heat on the range made accurate shooting difficult. The best scores returned were:—

	Net.	Imp.	Total
Gunner A. F. Warrack	70	12	82
Bomb. A. J. Darby	72	6	78
Gunner F. A. Biden	59	15	74
Gunner E. B. Reed	56	18	74

INTERESTING P. & O. ARRIVAL.

The P. & O. *Moldavia*, which vessel is due here at 6 a.m. on Wednesday next, will on arrival proceed to the Kowloon Wharf. The *Moldavia*, which is one of the largest and most recently constructed of the Company's fleet, will be well worth a visit, and although she will be working cargo during the stay in port visitors will be welcome and can be shown over the passenger accommodation. On the return of this vessel on the homeward voyage it is the intention to throw her open for inspection on Friday the 10th August.

DOCK DIVIDEND.

We are officially informed that subject to audit, the directors of the Hongkong and Whampoa Dock Company, Limited, will recommend at the forthcoming meeting a dividend of 12%=\$6.00 per share, with a dividend of \$61,000 and carry forward about \$33,000.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE DUMA DISSOLVED.

LONDON, July 23rd.
The Tsar has dissolved the Duma.
The election takes place in March.

NEW GOVERNOR OF ST. PETERSBURG.

LONDON, July 23rd.
General Stolypin succeeds General Gorenvkin as governor of St. Petersburg.

THE RUSSIAN REVOLUTION.

LONDON, July 23rd.
Troops are concentrating at St. Petersburg.
A general strike is being organised and a naval revolt is threatened.

OBITUARY.

LONDON, July 23rd.
Russell Sage is dead.

EX-VICEROY DEAD.

A CANTON NOTABLE.
SHANGHAI, July 23rd.
H.E. Hui Ying-kwai, ex-Viceroy, died last night, aged 75 years.

H.E. Hui Ying-kwai was a native of the Panyu district of Kwangtung, who resided in retirement in Kowloon, Canton. He was formerly Viceroy for the Muchi provinces. He took a great and active interest in the Canton-Hankow railway questions, and was one of Viceroy Shun's most bitter critics. He is reputed to have lost an enormous fortune. [By]

[REUTERS' SERVICE.]

RUSSIA.

LONDON, July 21st.
The Odessa dockers, who have been on strike, have resumed work, owing to an order of the Governor threatening to exile them if the strike was continued.

[N.C. Daily News Service.]

THE JAPANESE WITHDRAWAL FROM MANCHURIA.

TOKYO, July 17th.
The Military Administration at Changia was withdrawn on Saturday.
Vice-Consulates will be established at Tieling and Liaoyang in August.

THE RAISING OF THE "NOVIK."

TOKYO, July 17th.
The former Russian cruiser *Novik* was refitted at Koreskoff, Saghalien, on Saturday.

FLOODS IN JAPAN.

TOKYO, July 17th.
Inundations are reported to the East of the Nagoya prefecture. The damage is serious and the casualties are many.

A RAILWAY MISHAP.

TOKYO, July 17th.
Six freight cars fell into the swollen rapids near Kioto.

JAPAN'S MILITARY COACH.

The Japan Mail says:—
It need scarcely be said that the death of Major-General Meekel has produced profound regret in Japan. The Tokyo journals speak of his services to his country in the warmest terms. The *Jiji Shimpo* says that his forte was the application of principles to actual practice rather than the teaching of theory with the blackboard. The latter had been the custom in Japan prior to Major Meekel's arrival in 1885—he was then a Major—but he changed the system at once and the results were most beneficial. This is borne out by Lt.-General Ishim to, Vice-Minister of War, who avers that Meekel had a way of his own, an extraordinarily effective way, of placing a student in a supreme dilemma and then showing him how to emerge from it. A lesson thus learned could never be forgotten, and its effect in developing the natural ability of a student was marked. Major Meekel's three most distinguished pupils at present in the Japanese Army are Major-General Matsukawa, Inokubi, and Nagatoka. He is regarded as the founder of the Japanese school of military science, and the interest he himself took in Japan never flagged the many years that have elapsed since his return to Germany in 1888. He does not appear to have possessed any of the ways of acquerment, and this lack led—so Japanese papers say—to his removal from the important post of Vice-Chief of Staff to the command of a brigade, a change in which he declined to acquiesce, preferring to leave the service.

JAPANESE MONKS OVERRUNNING CHINA.

The Foreign Affairs Board in Peking has communicated by telegraph with several viceroys and governors that, in direct breach of treaty stipulations between China and Japan, hundreds of Buddhist monks from Japan are now in China, in the vicinity of Foochow, Amoy, and Chusan, preaching to the people, and that many Chinese are becoming converts to that religion. Although the Chinese government has taken up the matter several times with the Japanese legation at Peking, the Japanese acting minister has not even deigned to reply to the communications sent him regarding the matter. The teaching of the Japanese-Buddhist religion is strictly prohibited in China and is covered by a treaty clause (7). The viceroys and governors have been instructed to issue strict instructions to their subordinates to report at once the number of these monks in their respective districts, so that a final report may be made to Peking with a view to avoiding future diplomatic trouble with Japan.

THE MURDERED MISSIONARY.

EULOGY OF THE LATE DR. MACDONALD.

The Rev. Louis Byde, of Shanghai, contributes to the *N.C. Daily News* an appreciation of the late Dr. Macdonald, murdered by West River pirates while travelling on the *ss. Saimon*.

He was, the writer says, one of the most widely known and deeply respected foreigners in the two Kwang. Over twenty-five years ago he arrived at Canton, a brilliant young doctor from Edinburgh, sent out by the Wesleyan Missionary Society. He was stationed at Shuecheou, on the north river in the extreme north of Kwangtung province. There he laboured amid most difficult surroundings, apparently almost in vain for several years. He was then transferred to the hospital at Fatsien, the Birmingham of South China, a violently anti-foreign city, a few miles from Canton, with which lately it has been connected by the first railway in the south. He worked there for years until carried home with his wife, both invalids with small hopes of recovery.

However, he lived and returned with his devoted wife, when he was appointed to open work in Wuchow, Kuangsi. He arrived two days after the opening of that port in the summer of 1887, and there he remained. Rarely leaving his station, he was entitled to be called the oldest foreign resident in that port, and in fact for the whole province of Kuangsi, with the possible exception of some Roman priests. At Wuchow, then very anti-foreign, he settled on the bank of the West River, at some distance above the city, and gradually acquiring land he built up a large pile of mission buildings, residences, men's and women's hospitals, and schools. These buildings are unique in China as far as the writer knows, being unapproached by any kind of fence or wall, in fact two Chinese roads run through the grounds, the various connecting paths between the various buildings being all public highways. Dr. Macdonald had intense confidence in the Chinese, and on more than one occasion when a mob had gathered around his buildings he has calmly walked amongst them until the danger had passed. Even at the time of the Boxer troubles he never left his work. That the Chinese put confidence in him is, perhaps, best illustrated by the fact that his hospital has for years had a steady succession of maternity cases, a record that few hospitals in China possess.

The writer has during the past eight years on many occasions spent longer or shorter periods under his hospitable roof. He has witnessed his wonderful patience and untrifling devotion, day and night, ministering to the Chinese, and, as Customs doctor, he was over at the call of the foreign community. He was a quiet, painstaking man, who built for the future, possessing the faculty of looking far ahead. No detail escaped his notice, whether in medical, building, or other work. In former days when his leisure was greater, his papers, the result of his researches, were much valued by the Hongkong Medical Association. As a man he was held in high regard by all foreigners and Chinese, and as a missionary he was beloved by those with whom he came into close contact. It can be truly said that Dr. Macdonald was without compare the most influential foreigner in the Kuangsi Province.

POLICE COURT.

Monday, July 23rd.

BEFORE MR. H. H. J. GOMPETZ
(FIRST POLICE MAGISTRATE).

JEALOUSY.

A Chinaman was committed to prison for six weeks for wounding his wife. Jealousy was the cause of his action, as he alleged that she consorted with another man.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

TRANSFERRED.

Wong Hong, an excise officer, was fined \$50 for aiding and abetting the owner of a house in Apichian in the possession of illicit opium. When the excise officers entered the house they found the defendant smoking.

His Worship (to Mr. Hoggarth) You had better transfer these men from Aberdeen. Mr. Hoggarth—We are transferring them to goal, your Worship.

TRAPPED.

A Chinaman was fined \$165 for being in possession of loose opium at Tsat Sze Min. He was in the habit of securing the opium in the rocks near his house and the offence was traced through the medium of marked money. When before the Magistrate he protested that the excise officer put the money in his pocket.

GEN. BOOTH'S EMIGRANTS.

10,000 EAST END RESIDENTS FOR SOUTH AMERICA.

The Salvation Army, according to Renter, is considering a scheme for the settlement of 10,000 East End residents in South America.

Great openings for labour, it is suggested, exist in the Argentine Republic, Brazil, Chili, and other South American countries, and offers to supply work for 10,000 emigrants have been received from official and private sources.

The Salvation Army will equip and send out the people, and exercise discretion in selecting them and assigning them to their various destinations. Special regard will be had to the fitness of the emigrants for agricultural and industrial employments.

It is understood that the emigrants will be drawn from the congested districts of the East End of London. This plan for the relief of distress in that quarter has no connection with the great movement of population back to English lands that is contemplated in view of the munificence of Mr. Herring, who gave General Booth £100,000 for the purpose.

CORRESPONDENCE.

THE CHINA SUGAR REFINING CO., LTD.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, July 23rd.

SIR, During the past week it has been the current gossip that this Company, in spite of the current depression, had time for writing down raw sugar commitments only been used to the extent of about three lakhs. If this report is well founded, the Company should on the 1st July last have in hand the sum of \$150,000. Reserve for Equalisation of Dividend, about \$450,000 not profit, made during the first half year, and a balance of \$500,000 as a Special Reserve Fund to write down the price of raw sugar contracted for.

The Colony has within the preceding twelve months passed through a period of depression, a period of greater depression in every branch of trade than the oldest records has ever witnessed, and taking advantage of this the floors in the share market have with their undisturbed right and might, made hay while the sun has been shining. In spite of the 25 dividend for the past year the shares of this Company have been trading away from \$25 to the present freezing point of \$15.

What a good lesson has been taught some investors who bought shares when they were over \$20 a twelve per cent. investment.

As the demand for refined sugar has lately shown signs of improvement and a good demand is now reasonably expected to set in, an amount by both of the upward tendency in the price of both Beet and Java sugars, and as a very small sum, or none at all, would be required from the \$500,000 Special Reserve to write down the price of forward purchases on account of the ruling rate of silver (being about 15 per cent. in favour of the Co. in the price of forward purchases), it is to be earnestly hoped that the General Agents in safeguarding the interests of bona fide investors in this stock (the interests of speculators are not pleaded for, as they deserve very little sympathy, for they have allowed themselves to be deceived by Bears as landers) by declaring a fair and equitable interim dividend, the same as given for the corresponding period of last year.

The shareholders have every right to expect this dividend, bearing in mind the fact that the Reserve Fund of \$450,000, with the balance of \$250,000 from the net profit for the past six months, after paying the \$10 interim dividend, would then stand at \$700,000, besides which a sum of \$500,000 would still be available for writing down commitments. Yours faithfully,

A SHAREHOLDER.

THE COLONY'S ASSESSMENT.

The report of Mr. David Wood, Government Assessor, is published in the current *Geographical*. It shows that the rateable value of the whole Colony has increased from \$10,472,278 to \$10,989,274, an addition of \$516,996, or 4.97 per cent. During the year no general assessment has been made; the increase in rateable value being the result of interim assessments. It is a noteworthy fact that in each and every district in the Colony, the percentage on valuations has increased. In the city of Victoria the increase is \$375,780, while in the rest of the Colony it is stated to be \$22,212 and in New Kowloon \$45.

The following tabulated statement will be of interest as showing the increased percentages on valuations in the different districts:

City of Victoria	4.25
The Hill District	4.56
Kowloon Point	8.92
Yauwattai	0.11
Hongkong	1.00
Mongkok	1.82
Shaukeian	1.71
Tai Hong	0.97
Hongkong Villages	1.87
Kowloon Villages	0.99
New Kowloon	0.11

MANCHURIAN RAILWAYS.

WIDE-GAUGE IMPROVEMENTS.

The expenditure required for the improvement of the Manchurian railways is estimated at about £170,000,000. Of this sum £10,000,000 is required for the reconstruction of the line into the broad gauge of 4 ft. 8 in.; £20,000,000 for the construction of locomotives and other rolling stock suitable for the broad gauge; £50,000,000 for the increase of stations to more than double the existing number; £50,000,000 for the reconstruction of the line (light rail) between Antung and Mukden, and £50,000,000 for the improvement of the works at the Fushen Railway. Besides £20,000,000 will be required for doubling the line and the improvements at each station in the cities.

Japan Chronicle.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Preussen*, which left here on the 21st June, at 5 p.m., arrived at Genoa on the 22nd inst., at 10 a.m.

The I.G.M. str. *Scyllitis*, which left here on the 18th inst., at noon, arrived at Singapore on Monday, the 23rd inst., at 7 a.m.

The C.P.R. str. *Montevideo* arrived at Shanghai at 1 p.m. on Sunday, the 22nd inst., and left again at noon same day for Nagasaki, where she is due to arrive at 6 a.m. on Tuesday, the 24th inst.

The Indo-China str. *Swiss* left Calcutta for this port via the Straits on the 19th inst., and may be expected here on or about 5th Aug.

The H.A.L. str. *Silvia*, from Hamburg, left Singapore for this port on the 22nd inst., at 7 a.m., and may be expected here on or about the 27th inst.

The E. & A. str. *Eastern*, from Sydney, etc., left Port Darwin on the morning of the 23rd inst. for Manila and Hongkong.

The P. & A. str. *Arabia* sailed from Portland on the 4th July, arrived at Yokohama on the 22nd July, between 3 and 5 p.m.

SHANGHAI-NANKING RAILWAY.

The opening of this line as far as Wanchow was naturally regarded as a very important event, and the Shanghai papers devote a great deal of space to the event, which, as announced in our telegram, took place on July 16th.

The private road leading to the station was lined with Chinese soldiers at attention with fixed bayonets, and the station itself was gaily decorated with flags, while a string band rendered lively music. By the platform was drawn up a long train of ten corridor carriages, drawn by one of the powerful engines lately turned out from the Darlington works.

The formalities at Shanghai delayed the start, which had been fixed for 9.30 a.m. by thirteen minutes, but when Chongju station was passed and the long straight run of thirteen miles to and beyond Nanking was entered, speed was accelerated until the train was travelling at upwards of forty miles an hour. Later there was a slackening again, but the last minutes, except three, were made good by the time Chongju (32 miles) had been reached. Two and a half hours had been allowed for the run to the provincial capital (53 miles), but it was actually made in two hours and twenty minutes, that is to say in very little longer time than is occupied by many of the trains between London and Brighton, about an equal distance. For a trial run over a new line with a heavy train this must be considered satisfactory. Under more normal conditions it should be possible shortly to bring Shanghai within an hour and a half's journey of Shanghai.

At the 11th at Soochow, H. E. Chen Kwai-lung, Governor of Kiangsu, presided, supported by H. E. Shen Kang-pao, Treaty Commissioner and formerly Director-General of Railways; Liou Chung Mun, who had been specially deputed by H. E. Tang Shao-yi, the present Director-General of Railways, to declare the section open, and all the foreign Consuls of Shanghai; the Members of the Board of Commissioners (Messrs. McKie, A. H. Collinson, Laotai Shin Tan-ko, J. D. Smart and Taitai Wong Kok-shan); Mr. Henry Kowieski and Mr. J. O. P. Blund, representing the British and Chinese Corporation, and others.

H. E. Sheng Kang-pao said (in part): "The Government of Kiangsu has for many years desired to build a system of railways connecting the important cities of the empire, and already a good commencement has been made. The pioneer work of overcoming opposition to the introduction of railways was by no means easy and those of us who felt that opposition, but who now witness the general eagerness in all sections of the empire to build railways, have a feeling of sincere gratification that such great progress has been made to-day has been made. China has followed the example of many other countries in being obliged to borrow money to build some of her railways, but the propriety of those already in operation leads us to believe that we in a few years, according to the contracts our Government will be able to pay back these loans from the receipts of the railways. Then China will have a completed system of which she can be justly proud."

Liou Chung said the cry for railways was now heard in every province. This line, running through the richest part of the province, had a brilliant future.

Mr. J. O. P. Blund, on behalf of the British and Chinese Corporation, seconded the toast of the railway, and alluded to the long wait they had had for such actualities as they were now enjoying. Rapid progress elsewhere might now be expected. He proceeded: "As representative of the British and Chinese Corporation, which has been honourably associated in the past with enterprises productive of no little benefit and strength to the Chinese Empire, it appears to me, however, desirable to observe that the support which this Corporation has enjoyed at the hands of the British Government and the friendly relations which it has been able to maintain in China, are due to recognition of its avowed objects, namely, the advancement of railway construction under conditions mutually advantageous, and the promotion by this means of trade in the interests of Great Britain and China alike. England, as you know, has always been identified with the policy which has for its object the maintenance of the integrity of China as an sovereign State, and the peaceful development of the trade and resources of the empire forms an essential part of that policy. It is now realised that this end is greatly promoted by the construction of railways. If proof be needed the history of the Peking-Shankaiwan line affords an excellent object lesson and proves that in China, as elsewhere, the construction and sound administration of a first class railway is not only of immense advantage to the people of the country traversed, but adds directly to the revenues, and therefore to the strength of the Government. We hope that equal proof will be afforded by the Shanghai-Nanking Railway. The enterprises with which the British and Chinese Corporation is identified in China are purely commercial undertakings, and the agreements which the Chinese Government has entered into on the subject are purely commercial. The Chinese Government undertakings in the strict sense of the word, the capital invested therein is entitled to a reasonable share in any prosperity they may achieve. Gentlemen, I am aware that this is a question which is at present engaging the very general attention of all progressive and patriotic Chinese subjects. On this question vast issues depend. It requires, therefore, the dispassionate and calm judgment of well-informed and disinterested bystanders, appears to afford two alternatives. One, that railway construction and its attendant benefits should be deferred until such time as China has at her disposal the capital and the trained men required to carry out the work without assistance; the other, that the capital and construction work should be provided from abroad. Gentlemen, I have no doubt at all as to the final opinion of Chinese merchants on this point. I am convinced that those who create and guide public opinion in China will before long insist on the immediate improvement of internal communications, and will recognise that to this end the introduction of foreign capital is indispensable. There is, I know, a tendency in certain quarters, based on vague and erroneous ideas, to regard the introduction of foreign capital as a source of danger to the State, but anyone who has studied the political and financial aspects of the question knows that England has financed and built railways in many countries—Russia, Japan, South America—and realises that China's wisest policy is to secure as much as possible of this civilising force, under conditions protective of the nation's rights and interests. That this object can readily be attained by reasonable and honourable means, requires, I think, but little argument. The railway which we are opening to-day proves it. At the same time, gentlemen, it is well to remember that capital is a sensitive and delicate thing. It requires sympathy and encouragement; it requires, too, a certain feeling of security and some reward for its sacrifice. For these reasons, gentlemen, it has been the first object of the British and Chinese Corporation, entrusted by the Chinese Government with this and other important undertakings, not only to make this particular Anglo-Chinese enterprise a source of profit to the Imperial Government of

China, but also to prove to our unknown friend the bond-buyer that he enjoys the fullest security for his investment by the construction of a railway which would be described as first-class anywhere in the world, and which, we hope, will also speedily establish a reputation for efficient and economical working. I venture to lay stress on this last, gentlemen. If Chinese railways are to become a source of profit and strength to the empire, which is what every good patriot must wish, they must not only be well-constructed, but they must be efficiently administered on sound business principles.

Railway servants along the line fired crackers to warn evil spirits not to annoy the party.

S. C. FARNHAM, ROYD & CO., LTD.

IN LIQUIDATION.

THE FINAL MEETING.

The sixth annual meeting of the shareholders in S. C. Farnham, Royd & Co., Ltd. (in liquidation), was held at Shanghai on July 17th. Mr. John P. Gresson presided over a big assembly. He said this was a meeting called by the liquidators of S. C. Farnham, Royd & Co., Ltd. There were only two liquidators present, Mr. Gresson resigned on leaving for Hongkong and Sir Charles Hodgson was away. The Chairman, whose speech was practically inaudible, was understood to say that the liquidators had pleasure in submitting their report—pleasure in one way, but not in another. They regretted very much that the report for the past year was so bad, but called attention to the fact that in all businesses such as theirs they must take the bad business with the good. Those engaged in shipbuilding businesses could not depend on a regular and uniform amount of business; they had to depend each year on the amount of work they had secured during the year. He called attention to the fact that they had done during the past five years and the amount they had paid to shareholders in dividends. The past five years did not show a bad record for a shipbuilding company. All they had to do at this meeting was to present the liquidators' report. As they would see by the accounts, after allowing for an interim dividend of four per cent. on 55,000 shares paid in January last, and absorbing the 19th, the balance of the liquidation of the sum of £2,247,983. The liquidators recommended dealing with this amount as follows:—Payment of a final dividend of £1.4 per share, £220,800, and carrying forward to new account of £1,927,183. Before asking the shareholders to pass the report he would like to say a few words about the accounts. The Chairman proceeded to refer to the accounts from the Old Dock, saying that they were more than last year, and quoted figures with regard to the International Dock and other undertakings. Before putting the resolution to accept the report and accounts he expressed willingness to answer any questions.

Mr. Hutton-Potts said the stock of material on hand, and unfinished work, loss liabilities, was set down as £1,235,925. He believed that year this amount was £1,200,000, so that there was a difference of £35,925. He would like to know whether the stock had been used or written off.

The Chairman replied that the stock was reduced, and the figures quoted now represented the actual stock in hand. They had been trying to reduce their stocks all the time, and shareholders would be able to see that as they looked back through the old accounts.

Mr. Hutton-Potts—I understand nothing has been written off, but it has been used?

The Chairman—Nothing has been written off at all. Mr. Hutton-Potts said he noticed in the accounts that amongst the assets were:—Old Dock, property with boilers, pumps, new mooring ships, launching ways, cranes, etc. £61,550; Commercial Dock, property with pumps, pumps, boilers, etc., including ground, £1,534,000; and Tankard Dock, property with buildings, boilers, pumps, shafts, etc. £1,178,500. He would like to know a out all these boilers, pumps, etc., was anything written off because they were kept in order all the time?

Mr. Burkill—How about the machinery, tools, etc., at the fire docks and engine works? £1,103,987?

The Chairman—They are all kept up in the same way, and are not valueless by any means. I have an independent valuation here putting the property at a larger figure than we set down. (The Chairman proceeded to read the valuation of the property.)

Mr. Hutton-Potts said there was a number of valuation businesses which had sprung up and were making money. There was the Kiangnan Arsenal; the Vulcan Iron Works were making something like twenty per cent.; and Mr. Blechyngh, they all knew, was making a small fortune. If the Dock Company was sufficiently pushed they could drive all this opposition out of the place.

He knew the chairman did his very best for the company and worked very hard, but what the shareholders wanted to see was young blood in the place (applause). Their business would not come to them all the time, they must use plenty of energy and bunt for trade. If these people in opposition out under them must regulate by cutting prices. They had money, they had the advantage of good work, and they must, if necessary, go five per cent. less in their prices than their opponents. Let them lose money, if need be, for a year and go without a dividend; the company had plenty of credit plenty of backing, and would win in the end (applause).

The Chairman said he could not agree that they did not push the business. They had young men running all over the harbour for work, and when they came across these small shops in seventy per cent. of cases they took the business away from them (applause). He was not prepared to lose money, but if they were given a fair field and no favour he was quite sure they would do better than any other firm here (applause).

The Chairman proposed, and Mr. M. Young seconded, that the report and accounts of the company made up to the 30th of April last be adopted and approved of, and that the liquidators be authorised to pay a final dividend at the rate of £1.4 per share.

The resolution was carried nem. con.

JAPANESE CURRENCY IN MANCHURIA.

It is reported in Japan that counterfeit coins are flowing into Manchuria in large quantities. This is believed to be the result of an agitation by Chinese officials in favour of the restoration of China's autonomy.

The Chinese official classes are of opinion that the military notes of the Japanese Government and the notes of the Specie Bank only profit the Japanese, and importing of foreign money with the object of driving out Japanese money.

It is pointed out that the Japanese intend to withdraw the notes as soon as the Chinese currency system is regulated.

THE LASCAR OUTBREAK AT SHANGHAI.

FIGHT ON BOARD A MAIL STEAMER.

As reported telegraphically by our Shanghai correspondent, a serious fight among the firemen employed on board the P. & O. S. *Decanah*, lying in the Lower Reach, took place on July 17th. The trouble arose between two sections of the Lascars, who resorted to knives to settle their differences. The struggle was so violent and deep-seated, and the European officers on board found it impossible to restore order. According to a statement by Mr. Mann, the chief officer, the police flag was flown from the vessel from 1 p.m. till after dusk. No assistance was, however, forthcoming from the river police and the staff were considerably pressed before help eventually came from the municipal police. Four of whom went on board a message was also sent to H.M.S. *Adonis*, from which a detachment was taken to board the *Decanah* and its aid had been needed. The rioters were eventually checked before any fatal injuries had been sustained, but several were badly wounded and are under the care of the ship's doctor.

The *N.C. Daily News* observes: The fracas on board the P. & O. S. *Decanah* seems to call for more than a passing comment, as it reveals the anomalous of the harbour police system. The police flag was flying for several hours before any notice was taken of it. The Municipal Police then went on board at the request of an officer of the *Decanah*, and apparently, with the approval of the British Consul. In one of the harbours of the world the harbour police would respond to the yellow flag, but in Shanghai, where matters are complicated by extrajurisdictional jurisdiction, the River Police are not permitted to board any European vessels, even when their services, as on this day, are called for. The Municipal Police have not the right to board any vessels, even in such narrow waters as the rouchou Creek, jurisdiction on the water, where Chinese waters are concerned, being reserved to the River Police. What was the cause of the outbreak? The police assistance is required on board ship, and the call-sign is hoisted, there is no one who is locally entitled to answer the summons. To illustrate the gravity of such a state of affairs, let us suppose that the affray on the *Decanah* had suddenly developed in an attack upon the Europeans on board. Unless the municipal police were called upon, when the British flag is hoisted, port would send assistance, the vessel would still be as much neglected as she was yesterday.

It certainly appears that some arrangement should be made by which the River Police, at the very least, should be obliged to report the hoisting of the police flag to some responsible authority.

THE STEAMER COLLISION AT YOKOHAMA.

Finding and Order of a Naval Court held at the British Consulate-General on the 12th day of July, 1906, to investigate the circumstances attending a collision between the British steamer 'Appalachee' and the British steamer 'Athens' at the entrance to Yokohama harbour on July 7th, 1906.

The 'Appalachee' is a steam vessel of 2,426 tons, of London, official No. 101,848, and the 'Athens' is a steam vessel of 2,440 tons, of Southampton, official No. 82,425.

It appears from the evidence before the Court that on the 7th of July, shortly after noon, the two ships 'Appalachee' and 'Athens' got under way at approximately the same time. It is difficult to indicate from the evidence which was under way first, but taking into consideration the time of the collision and the distance traversed it is probable the 'Appalachee' was the last to move.

The 'Athens' would seem to have left the harbour using a moderate amount of port helm, which eventually brought her to a position about 100 feet from the 'white light' and on the starboard side of the channel, her bowsprit being three to four fathoms.

The 'Appalachee', which carried a pilot, after weighing the starboard anchor, apparently headed about E. by S. The Court is of opinion that the collision did not take place on the spot indicated on the plan marked 'A', submitted on behalf of the 'Appalachee', the balance of evidence and probability (from the destination of the ships) being against that supposition.

It would appear from the evidence that the 'Athens' kept on the starboard side of the fairway, and was headed approximately East at the time of the collision. The collision took place when the 'Appalachee' entered the starboard channel, and might have been avoided, in the opinion of the Court, had she stopped or starboarded her helm sooner.

The Court, having regard to the circumstances as above stated, finds as follows:—That the 'Appalachee' was in the opinion of the Court, established the 'Athens' as an overtaking ship, and that under the various circumstances, and especially in view of the facts that there was plenty of room for the two vessels in the entrance and that the 'Athens' was on the starboard side of the channel, and also on the starboard side of the 'Appalachee', the latter vessel had it as her duty to avoid the collision.

In pursuance of the powers vested in it, orders that the official costs of the Court shall be paid by the master of the 'Appalachee', one of the parties to the proceedings.

NAGASAKI HARBOUR WORKS.

CELEBRATING THE COMPLETION.

The Nagasaki Harbour Improvement Scheme has now been completely carried out, the reclamation of land at Enasa being the last portion executed. To celebrate the completion of the work at Enasa, a ceremony and entertainments were held there on July 17th.

A large number of official citizens were present, and the *Nagasaki Press*, and Deputy Mayor Hirata read an address stating the amount of work accomplished. Thirteen thousand tubs have been reclaimed at a cost of ¥700,000, the time occupied being two years and nine months.

Congratulatory addresses were read by Governor Arakawa, Baron Matsudaira, and Mr. Nagasaki (Chairman of the Nagasaki Chamber of Commerce). Baron Matsudaira was formerly Vice-Minister for Home Affairs and happened to touch at Nagasaki in the course of a tour. He expressed appreciation of the work and the hope that it might assist to increase the prosperity of the port.

Refreshments were then served to the guests after which various entertainments were given. 'Peking' boats, in the old Chinese style, a relic of ancient trading intercourse between China and Nagasaki, took place. The boats employed are of a peculiar build and are propelled by paddles, the crew sitting on seats which run along the sides of the boats. A gong and drum are carried, and residents have doubtless heard the 'music' during the past week while the boats have been practicing, concludes our correspondent.

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-64) \$38.00
4 CARTRIDGE (25-15-04) \$60.00
LONG, HING & CO.,
No. 17, QUEEN'S ROAD.

SAINT LEHON TONIC WINE.

DOCTOR DUSSAUD: The Composition of the Generous Wino of SAINT LEHON imposes confidence and draws attention of Doctors upon its use. I have ordered it to several of my patients who were overcoming an illness and have noticed the recovery of their strength and the rapid removal of Good Health through its use.

The new product must take its place in new therapeutics and render service to our Doctors.

\$22.00 - PER DOZEN.

SOLE AGENTS: H. PRICE & CO.,
WINE MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

THE JAPANESE MONEY-MARKET.

ABUNDANT SUPPLY OF CAPITAL.

Economic business for the first six months of the year has ended, remarks the *Nichi-Nichi* in its inactivity both of new undertakings and the money-market, and in an excess of imports over exports. The dulness of the money-market has remained unchanged from the beginning of the year. The Bank of Japan has twice lowered the rate of interest, but it has had no appreciable effect upon the general situation. Even at the end of the half-year no particular demand for money has occurred, and the banks are suffering from a plethora of funds. The disinterest in the promotion of new undertakings is of course responsible to some extent for this depression, but it would be a mistake to attribute the prevailing inactivity of the money-market to this cause alone. Payment of principal and interest of domestic loans by the Government has always exceeded its revenue, and the sale to foreign countries of domestic bonds and shares is estimated to aggregate more than 200 million yen. Moreover, an inconsiderable amount of foreign capital has been introduced by public companies and others, while the Government has constantly been bringing money from abroad for payments at home. All these factors have contributed towards accentuating the dulness of the market.

Such being the case, it is not surprising, continues the Tokyo journal, that the slight demand for funds that took place towards the end of the half-year has had but little effect on the market generally, which remains as somnolent as ever. While it is difficult to make a forecast with any degree of accuracy, there is no doubt that the general trend of financial business will be controlled by the conditions in business circles, foreign trade, and the amount of foreign capital imported, as well as the financial policy of the Government. It is true that several new enterprises are in contemplation, but it is impossible to say how many of these will be materialised. It is not likely that any large demand for capital will take place in the near future to such an extent as to tighten the money-market. In all probability the Government will, before long, raise the balance—amounting to ¥25,000,000—of the foreign loan contracted for last year, and though the funds so raised are intended to be applied for the redemption of the 6 per cent. loan, it is not unlikely that part of the money will be kept abroad and brought to Japan as required.

Turning to the introduction of foreign capital other than that imported by the Government, it will be seen that the temporary check brought about by the railway nationalisation is being lessened, and new proposals are cropping up. The authorities are now engaged in their investigation of the loans incurred by various local public bodies, with a view to consolidating them by means of foreign capital carrying lower interest. It is, when accomplished, will mean the release upon the market of an additional 10 to 50 million yen foreign money. Besides, there seem to be not a few enterprises projected by foreigners, either independently or jointly with Japanese, having for their object the commencement of various industries in the country. Amongst these may be mentioned the proposed establishment of factories by the Armstrong Company, the manufacture of celluloid, sheet glass, etc. All these things tend to further increase the plentiful supply of funds in the country, and accentuate the depression of the market. Taken all in all, the *Nichi-Nichi* concludes, there is no likelihood of any stringency in the money-market in the near future. *Japan Chronicle*.

THE KIANGPEI CONCESSIONS, LTD.

THE PRESENT POSITION.

The statutory meeting of the Kiangpei Concessions, Ltd., was held on July 17th. There were present: Mr. E. C. P. (Chairman), Mr. F. Jenner Hogg (Director), Mr. Wong Kai, Mr. J. M. Young, Mr. Arthur Foot (shareholders), Mr. J. H. Teesdale, the Company's Solicitor, and Mr. J. E. Bingham (Secretary), representing 883 shares.

The Chairman said—This statutory meeting of shareholders, being the first general meeting of the company, and, as such, has to be held within four months after the formation of the company. Notice of the meeting has been duly announced by advertisement in the local Press. This meeting being purely of a formal nature, there are no resolutions to be laid before the shareholders, but I think that it is only meet and proper for me to give you a short and concise account as possible of the preparatory operations of the company since its inception. The company was registered in Hongkong in accordance with the Companies Ordinance on the 23rd of March last, and I may note in this connection that the time limit under Mr. Little's succession, 24th May last. The company's prospectus was issued on the 17th April last, asking for a capital from the public of £1,400,000 in 4,000 shares of £100 each. £15,500 to be called up. In addition to this a further 1,900 shares were to be given to the vendor, Mr. Little. All the shares, I am pleased to say, were applied for by the specified date and were duly allotted, 3,539 shares being taken up in Shanghai and outports, 361 shares being taken

up in Chungking. We have experienced some hindrance. Our bankers in Chungking, the Tien Shun Hing Bank, at the last moment refused to accept application money; it was also found that the native papers in Szechwan province, used to give publicity to our prospectus. Official notices therefore deferred intending subscribers in Szechwan, resulting in a far simpler subscription than had been promised. A telegram was dispatched to our Chungking representative, to apply to the Viceroy for permission to commence work in the Langwangling district and for our engineer, already on the spot, to survey the route for the proposed railway from mines to the river. The granting of this necessary permission has been withheld upon one pretext or another, the details of which are really of too trivial a nature to trouble you with, and matters have been considerably delayed in consequence. You are fully aware of the various methods of local obstruction in vogue in some Chinese quarters; that unfortunately this policy—so short-sighted in its own interest—has lately become still more aggressive than it was. Your directors have carefully followed out the agreement in every particular so that there can be no possible cause for the invalidation of the Concession, and they are therefore confident that a successful issue cannot fail to be achieved. Mr. Little, the vendor, is on his way North and will doubtless be able to conclude satisfactory arrangements with the Viceroy with the valuable support of H. M. S. Charge d'Affaires at Peking. In the meantime shareholders are expected patience and rest assured that their directors are doing their utmost to protect their interests and to get matters amicably settled with the Chinese authorities as soon as possible. The subscribed capital remaining in the banks till this is done. That, gentlemen, unless you have any questions to ask, concludes the business of the meeting, and I have to thank you for your attendance.

What a pity that the little man saves from the wreck of forgetfulness, should consist first of all in the wrongs which have been done him! There are deeds that are unpardonable; people who merit neither excuse, nor govt. will, nor forbearance. In this sufficient reason for remembering them for ever? Let the injury fall to the ground, and do not stop to recover it. Stop rather to pick the flower, however humble, that smiles up at you here in this valley.

BABY SCREAMED DAY AND NIGHT

From Pain of Terrible Itching Eczema—Unless Hands Were Tied Would Scratch Till Face Was Raw—Mother Could Get No Rest.

FACE NOW CLEAR. CURED BY CUTICURA

"For over two years my little baby girl suffered with a raw, itching, and painful eczema on her head and face, the pain causing her to scream day and night, and my wife could get no rest. We tried several doctors, but without success. Unless we kept her hands tied she would scratch until her face was like raw beef. One cake of Cuticura Soap and two boxes of Cuticura Ointment completely cured her, leaving her face without mark or blemish. Signed: Mrs. J. Morgan, Orchard Town, New Lambton, N. S. W., Australia."

AWFUL SUFFERING

Baby's Face Solid Sores—Would Scratch and Tear Away the Skin—Cured by CUTICURA

"My baby's face was a mass of sores. The doctor called it eczema, but his treatment did no good, as the child was getting worse, the disease eating the flesh away from his nose, and spreading to his body. Neighbours said it was the worst case they had ever seen. His suffering was terrible, and he would scratch and tear away the flesh. We then used the Cuticura Remedies, one set curing him completely, and healing his face without scar or blemish. Signed: Mrs. Cridland, 35 Winchester St., Pentonville Rd., N. London, Eng."

SLEEP FOR BABIES

Rest for Mothers.

Instant relief and refreshing sleep for skin-tormented babies, and rest for tired, fretted mothers, in warm baths with Cuticura Soap, and gentle anointings with Cuticura Ointment, the great skin cure, and purest and sweetest of emollients.

Cuticura Soap, Ointment, and Pills are sold throughout the world. London, England: J. C. Ayer & Co., Ltd., 1, Abchurch Lane, E.C. 4. Sole U.S. Agents: J. C. Ayer & Co., Lowell, Mass., U.S.A. Send for "How to Cure Baby Skin Diseases." 50-51

BANKS

DEUTSCH-ASIATISCHE BANK

CAPITAL FULLY PAID UP, Sh. Tael 7,500,000

HEAD OFFICE: SHANGHAI

BOARD OF DIRECTORS: BERLIN

BRANCHES: Berlin, Calcutta, Hankow, Peking, Shanghai, Tientsin, Yokohama, Singapore.

Founded by the following Banks and Bankers: Koenigliche Sächsische (Preussische) Staatsbank, Berlin.

DIREKTION DER DISKONTO: GELDEGESELLSCHAFT DEUTSCHE BANK S. BLEICHROEDER BERLINER HANDELS-GESELLSCHAFT

BANK FUER HANDEL UND INDUSTRIE ROBERT WASSERBAUM & CO. METZGER & CO. M. A. VON ROTHSCHILD & SOHNE

JACOB S. H. STERN NORDDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL. OPPENHEIM, JR. & CO. KOBLENZ. HANDELS-GESELLSCHAFT UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN) LONDON AGENTS DIRECTION DER DISKONTO GELDEGESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum. Depositors may transfer to their option balances of 2000 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, H. E. R. HUNTER, Acting Chief Manager.

Hongkong, 1st May, 1906. HONGKONG SAVINGS BANK.

THE BANK OF TAIWAN LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED: Yen 5,000,000 CAPITAL PAID-UP: Yen 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA. BRANCHES AND AGENTS: Amoy, Kobe, Tientsin, Aping, Nagasaki, Yokohama, Foochow, Osaka, Tokyo, Keelung, Shanghai, Yokohama.

HONGKONG OFFICE: 3, DES VUEX ROAD. Interest allowed on Current Account. Deposits received on terms which may be learned on application.

D. TOHLOW, Manager. Hongkong, 1st May, 1906.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE: LONDON.

CAPITAL PAID-UP: £500,000 RESERVE LIABILITIES OF SHAREHOLDERS: £800,000

RESERVE FUND: £275,000 INTEREST allowed on Current Account at the rate of 2 1/2 per cent. on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent. " 6 " 3 1/2 " " 3 " 3 " T. P. COCHRANE, Manager.

Hongkong, 1st May, 1906. THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL: £1,500,000 SUBSCRIBED CAPITAL: £1,125,000

PAID-UP: £525,000 RESERVE FUND: £135,000

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent. " 6 " 3 1/2 " " 3 " 3 " E. ORMISTON, Manager.

Hongkong, 26th March, 1906. HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL: £10,000,000 RESERVE FUND: £2,500,000

STERLING RESERVE: £10,000,000 SILVER RESERVE: £5,000,000

RESERVE LIABILITY OF PROPRIETORS: £4,000,000 COURT OF DIRECTORS: A. HART, Esq., Chairman.

G. H. MEDHURST, Esq., Deputy Chairman. E. Goetz, Esq., N. A. Siebs Esq., Hon. Mr. W. J. Gresson, Esq., R. Shaw, Esq., C. R. Lenzmann, Esq., H. A. W. Slade, Esq., D. M. Nissim, Esq., H. E. Tomkins, Esq., A. J. Raymond, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH. ACTING MANAGER: Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED: On Current Account at the rate of Two per Cent. per Annum on the daily balance.

On Fixed Deposits: For 3 months, 2 1/2 per cent. per Annum. For 6 months, 3 1/2 per cent. per Annum. For 12 months, 4 1/2 per cent. per Annum.

H. E. R. HUNTER, Acting Chief Manager. Hongkong, 6th June, 1906.

BANKS

INTERNATIONAL BANKING CORPORATION

Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama.

CAPITAL: AUTHORIZED: \$10,000,000 CAPITAL PAID UP: \$3,250,000 RESERVE FUND: \$3,250,000

HEAD OFFICE: New York. LONDON OFFICE: Threadneedle House, E.C. Branches and Agents all over the World.

NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED. UNION OF LONDON AND SMITH'S BANK LIMITED.

BRITISH LINK COMPANY BANK. The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:

For 12 months 4 1/2 per cent. per annum. For 6 " 4 " " " " For 3 " 3 " " " " H. PINCKNEY, Manager.

Queen's Road, Central, Hongkong, 20th September, 1905. 1456

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ

NEDERLANDS TRADING SOCIETY. ESTABLISHED 1824.

PAID UP CAPITAL FL. 4,500,000 (FL. 750,000) RESERVE FUND FL. 5,000,000 (FL. 1,000,000)

HEAD OFFICE IN AMSTERDAM. HEAD-AGENCY: BATAVIA.

Branches: Singapore, Penang, Shanghai, Rangoon, Samang, Sourabaya, Cheribon, Tege, Pacalangan, Pasuruan, Tiligajap, Padang, Medan (Deli), Palembang, Kotabaru, Achah, Teluk-Semena, (Achah) Bandjoeing, at Macassar, Bombay, Calcutta, Madras, Pondicherry, Calcutta, Buzak, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, A. C. K.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED: On Current Accounts 2 1/2 per annum on daily balances.

Fixed Deposits 12 months 4 1/2 per annum. " 6 " 4 " " " " " 3 " 3 " " " " L. ENGEL, Agent.

Hongkong, 2nd July, 1906. 1450

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED: Yen 24,000,000 CAPITAL PAID-UP: " 21,000,000

CAPITAL UNPAID: " 3,000,000 RESERVE FUND: " 10,000,000

SPECIAL RESERVE FUND: " 1,000,000 HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS: Tokyo, Kobe, Nagasaki, Osaka, Lyons, New York, London, Hamburg, Bombay, San Francisco, Yokohama, Shanghai, Peking, Hankow, Dairen, Chiochi, Tientsin, Port Arthur.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LIMITED. THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG—INTEREST ALLOWED: On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months 5 1/2 per annum. " 6 " 4 1/2 " " " " 3 " 3 " " " " TAKAO TAKAMICHI, Manager.

Hongkong, 27th March, 1906. 613

INSURANCES

L'UNION DE PARIS FIRE INSURANCE COMPANY, LIMITED

The undersigned having been appointed Agents for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO. Hongkong, 1st January, 1904. 39

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905: £1,557,113.

1. AUTHORIZED CAPITAL: £3,000,000 SUBSCRIBED CAPITAL: £2,500,000

PAID-UP CAPITAL: £375,000 0 0 12 FIRE FUNDS: £3,382,720 18 8

The undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents. Hongkong, 11th July, 1906. 1349

AACHEN AND MUNICH FIRE INSURANCE CO. OF AACHEN-APPELLE.

The undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1897. 311

MARTIN'S

APOL STEEL

A French remedy for all irregularities. Thousands of ladies keep a box of this in the house, so that on the least sign of any irregularity of the system a remedy may be obtained. These pills are the only ones that can be recommended. They are the only ones that can be recommended. They are the only ones that can be recommended.

SHEWAN, TOMES & CO., MANAGERS. 63

SCIENTIFIC MISCELLANY.

HEIGHT AND WEIGHT—WHISTLING DROPS—PROGRESS IN DYNAMOS—KEEPING THE AUTO BUSY—SMALL SMELL—A TELESCOPIC EYE—SUGAR FOR NEW USES—THE ELECTRIC SAFETY LAMP—A NEW GAN-LIGHTER—PORTABLE BALLOON GAN.

The rule was worked out by Paul Broca that a grown man's weight should correspond with the number of centimetres in his stature.

Testing this formula by data from 42,583 soldiers accepted for the service a German physiologist has shown that it holds good for little men—those ranging in height from 151 to 156 centimetres—but that in men of the average height of 174 centimetres 6 feet 8 1/2 inches) the body-weight is under this standard, and that the divergence increases with great height. Weight in the army is largely influenced by previous occupation.

Men coming from sedentary work—clerks, tailors, saddlers, etc.—gain rapidly, while overfed confectioners, bakers, butchers, and brewers lose as quickly.

The whistling tube of T. Terada, a Japanese physicist, is of glass with an internal diameter of one-fifth of an inch, and one end is drawn out to a capillary point, while the other is connected to a weighted air-bag. When the nozzle is wet with water, olive oil or other liquid and then blown through, a musical note of definite pitch is produced, varying with the size of the nozzle and the quantity and nature of the liquid. The bubble of liquid opens, and the note is due to the vibration of its edges. With a magnetic liquid, like iron chloride, the neighbourhood of a magnetic field raises or lowers the pitch.

In two decades the capacity of electric generators has increased more than a hundred-fold, while they produce power with four times the former efficiency. The largest generator of twenty years ago was the 100 kilowatt dynamo, belted to a 150 horse-power engine, but dynamos now being built have a maximum capacity of 12,000 kilowatts.

The motor-car of a Paris firm is designed to light the country residence of its owner or do other work in its hours of rest from travel. The car is immovably braked on two fixed rails placed in the auto-house, the detachable crank provided is removed from the two cylinder universal joints the motor is connected with the dynamo or other machine to be driven. While this arrangement promises to be especially useful for furnishing electric light away from the usual power stations, it may prove a great convenience for driving pumps, wood saws, or other domestic apparatus.

The strong sense of smell attributed to the common snail has been found by Prof. E. Tung, of Geneva, to be distributed over the entire body not covered by the shell, the two pairs of tentacles, the lips and the edges of the feet being particularly sensitive. In the experiments made, a brash dipped in various odorous substances in turn was brought near the different parts of the body, and responses were noted at distances of one twenty-fifth of an inch to several inches. Only an exceptional case was observed as much as 15 or 20 inches away, showing that small cannot guide their tentacles to food far removed.

A peculiarity of the eyeball of the mole is that it can be projected for several times its own diameter beyond the orbit and retracted in like manner. Dr. Lindsey Johnson notes that this is necessary for vision, as the animal's dense fur so covers the eye that the making of an opening is the only way to see.

Inventive effort should be turned into a new path by the \$20,000 prize of French manufacturers for a new application of sugar in the industries, other than the food industry. The award is to be made after the French consumption of sugar is increased at least 100,000 tons a year.

In his new safety incandescent electric lamp, Dr. D. Tomassi, of Paris, has sought to minimize the risk of fire or explosion by the use of a double globe, with provision for extinguishing the light in case either of the glass coverings is broken. A switch in the outer globe is arranged to close the circuit, lighting the lamp, then subjected to air pressure. The lamp is lighted by forcing in air, and if the outer globe is accidentally broken the reduction in pressure will cause the light to go out before the inner globe is damaged. If the inner globe breaks, the air in the outer globe will be similarly reduced in pressure, opening the switch and putting out the light. The lamp is expected to prove of special value in dangerous mines, in powder magazines, and in other places exposed to risk of explosion.

The assertion that the rare earth metals of the incandescent tube mantle and spark plug being scratched with a file has been investigated by Baron von Welsch. He finds that the sparks are produced only when the rare metals are alloyed with 30 per cent. of iron, and he proposes to apply this property of the alloy to the automatic lighting of gas. As the gas is turned on a file gently rubs the alloy, producing a brilliant shower of sparks, which immediately ignites the gas.

"Hydrolytic" is a new compound of calcium and hydrogen. It gives off its hydrogen when immersed in water, as calcium carbide evolves acetylene, and M. George Jaubert, a French engineer, urges that the new material be adopted as a convenient means for carrying gas to remote military balloons.

A new gutta serena, that of Herr Gotsch of Vienna, is obtained from a mixture of eucalyptus and palm resin. It is claimed to have an elastic resistance superior to the natural product, and to cost only two-thirds as much.

THE SUBALTERN'S VIEW.

THE LIFE OF A GAY STARK.

A correspondent of the Pioneer, who signs himself "Ed up, Full up and Far from Home," writes:

That a subaltern should possess an opinion on any subject will, I am aware, be at once a scandal and a surprise to many, and in this knowledge I have selected the above title in order to spare my seniors the pain and fatigues of reading my letter, only to discover that it is the effort of a member of that community, which in their opinion should be seen and not heard. For months the papers have been full of the groans of those who urge that the expense of living is the cause of the difficulty in getting young officers. I, like the carpenter, doubt it, and venture to suggest that the dog's life we lead, as subalterns, is responsible. Civilians, who read novels dealing with the army, may share the popular notion that a subaltern is a gay young thing, all laughter and smiles, full of mischief, fond of horse-play, enjoying his young life while he is able, and paying the way to yet another childhood that awaits him on attaining his majority.

Let us look into an officer's mass (I speak of British Infantry) at dinner time, when the day's work is over for all but the orderly officer. At the far end of the table we find these young sparks, they have risen at 5 a.m. (the month is June), and from that hour, until midnight, have toiled under a scorching sun, enduring the hottest criticism of anything, from a captain onwards, to the hump as to have strayed from its bungalow. Except to a favoured few, leave has been denied, and their life during the hot weather and rains is one endless round of wearisome repetitions in the morning, calmed by a game of hot weather polo or racquets or tennis in the afternoon followed by a long and wholesome dinner at night, through which they have to listen in decorous silence to the nightly discussions of their seniors on the subject of their duties, how they slept the night before, what the thermometer registered in the 2nd-in-Command's bungalow at 3 a.m., and how the senior Captain was woken up by a pig dog, etc. Look, I repeat, you will find no gayly laughing, bear fighting, among subalterns has long ceased to exist in the Army, and even laughter is suppressed. How can a youth of twenty summers, who may have been required to "appreciate the political significance of Napoleon's Italian campaign," or draw a parallel between Port Arthur and the siege of Troy, possibly look jolly. On the faces of all is written weariness and intense boredom, and the knowledge that they have no respite to look forward to.

The cold weather, which in the old days was given up to polo and racing and cricket and all sports, is now a dreary round of manoeuvres. Manoeuvres in the cold weather, and work, boredom and no leave in the hot weather, is our lot. Small wonder that three-quarters of the subalterns in the British Infantry are struggling to get into the Indian Army. In the old days we had time for our sports and amusements, and I have never heard that we had more officers in those times. Wellington took a pack of hounds to Portugal and encouraged his officers to hunt. We are not encouraged to hunt and pig-dick and play polo; on the contrary we are told that to do so is extravagant. We are obliged to waste our money on a mess without any say as to its management. Why are the officers of the Native Cavalry always so chummy and sporting and popular? Because when a young officer joins, he is made to realise at once that sport is one of the chief considerations, and that there is as much honour to him who can stick a pig or ride a race, as to the smartest officer who ever took an intelligent interest in the New Drill Book. We don't hear of the Native Cavalry being short of officers, and officers of a very high standard of efficiency too. The fact is, officers must be gentlemen and must have private means, and there are as many youngsters of that class at home to-day as there were twenty years ago, but when they find that the army is all work and no play and that the old idea that an officer enjoys the best facilities for sport has ceased to exist, it is small blame to them that they fail to come up to the scratch. I have no hesitation in saying that, except in a few more fortunate regiments of Infantry, sport is actually discouraged among the junior ranks, and any bookworm can be a good officer.

THE BEACHCOMBER NUISANCE.

The Superintendent of the Seamen's Institute at Kobe has just made a statement which fits many places in the Far-East, and it is really important for the public to know that these points should not be overlooked. He writes to the Chronicle:

In your issue of this morning I read a letter from a resident complaining of the beachcomber nuisance. I would like to say that the residents have it entirely in their own hands to effectively put an end to this sort of thing. While there are so many well-meaning but misguided people who give indiscriminately to these loafers, or throw fifty sen or a yen to get rid of them when they take themselves a nuisance, so long will they continue their presence. If everyone would boycott them entirely they would soon find it unprofitable to visit Kobe periodically, as the three who are paying us a visit now are in the habit of doing. They will not work, and therefore should not eat.

The man complained of by "A Resident" has just had his fare paid from Yokohama to Nagasaki. Being professedly an American, and claiming to be a student of forestry in that United States, someone came forward and paid his fare that he might catch a transport, but as usual he left the train at Kobe. I saw him on Friday night last: there was then in Kobe harbour a steamer waiting a man at £1 a month, bound for Liverpool. I informed him of the fact and he promised to go on board, but did not. I understand he has followed his present mode of life for four years.

Of the other one—Peter, Murphy—being young, I have given him several chances in hopes of getting him away from the country and out of reach of saki. On the occasion of his last visit he came to me in an almost dying condition from drink and exposure. Dr. Thornecraft and Kilpatrick kindly prescribed for him, and I nursed, fed, clothed, and sheltered him until he was well. I signed him on to a good steamer bound for Vancouver at £10 a month, provided him with bedding and clothes for the voyage, and put him on board. He deliberately sold his clothes to the codies on board the ship and straightway belted. I have also reason to believe that he stole books from the Institute and sold them for drink.

The only cure that I can see for this class of men is to starve them out of the place while they can exist without work they will not do any. Should anyone solicit help from any of your readers and they consider the case worthy, if they will send me a chit stating what they propose to do I will make the inquiries and ascertain if the party is worthy of assistance and carry out instructions for their relief. But if they decline to come to me, it is safe to conclude that they are "crooked."

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

631

GREGOR & CO.,

QUEEN'S ROAD CENTRAL.

BEER

PILSENER. CROWN LABEL.

\$13.00

PER CASE OF 4 DOZEN QUARTS.

\$19.50

PER CASE OF 8 DOZEN PINTS (LARGE SIZE).

CASH 10 per cent. CREDIT 10 per cent.



\$15.00 PER CASE.

A. S. WATSON & CO., LD.,

WINE & SPIRIT MERCHANTS.

ALEXANDRA BUILDING.

ESTABLISHED, A.D. 1847.

MITSUBISHI GOSHT-KWAISHA (MITSUBISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address: "IWASAKI" which applies to all Branch Offices. At ABC 5th Ed. Western Union Codes used.

All Letters Addressed: MANAGER, MITSUBISHI CO., with name of place under.

BRANCH OFFICES: NAGASAKI, MOJI, KOBE, KATSU, SHANGHAI, HONGKONG AND HANKOW.

AGENCIES: YOKOHAMA: M. ASADA, Esq.

CHUNKIANG: MESSRS. GEARING & CO.

MANILA: MESSRS. MACONDRAY & CO.

SOLE PROPRIETORS of Takashima, Ochi, Shinew, Namazita and Kani-Yamada Collieries, and also Ho-o Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

The Head and branch Offices and Agencies of the Company will receive any order for Coals produced from the above Collieries.

T. MATSUKI, Manager, Hongkong, No. 2, Pedder Street.

639



SANTAL MIDY

These tiny Capsules—superior to Copaiba, Cubebs, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name MIDY.

LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

APOLINE

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.

CHAPOTEAU, 8, r. Vivienne, Paris.

1163-2

OCEAN STEAMSHIP COMPANY, LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FOUR-NIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND HAWAIIAN PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"DIOMED"	On 2nd August.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 2nd August.	
GLASGOW and LIVERPOOL	"DELIUS"	On 9th August.	
GLASGOW and LIVERPOOL	"CHING WO"	On 9th August.	
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th August.	
GLASGOW and LIVERPOOL	"CYCLOPS"	On 23rd August.	
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 30th August.	
GLASGOW and LIVERPOOL	"KINTUCK"	On 30th August.	

HOMEWARDS.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.	
LONDON, AMSTERDAM and ANTWERP	"ORESTES"	On 14th August.	
GENOA, MARSEILLES and LIVERPOOL	"TYDEUS"	On 20th August.	
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 29th August.	
HAMBURG, ROTTERDAM and LIVERPOOL	"ALCINOUS"	On 30th August.	

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS.	"TELEMACHUS"	On 4th August.	
NAGASAKI, KOBE and YOKO-	"BELLEROPHON"	On 1st September.	
HAMA			

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"TYDEUS"	On 15th August.	

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
MANILA	"TAMING"	On 24th July.	
KOBE	"TAIYUAN"	On 25th July.	
SHANGHAI	"KASHING"	On 25th July.	
CEBU and ILOILO	"SUNGKIANG"	On 25th July.	
SWATOW, WEIHAWEI, CHEFOO	"KWEICHOW"	On 27th July.	
and TIENTSIN			
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 11th August.	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unparalleled Table. A duly qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 20th July, 1906.

[11]

CANADIAN PACIFIC RAILWAY

COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF
12 days across the Pacific to the "EMPERESS LINE." Saving 3 to 7 days' Ocean Travel
12 DAYS YOKOHAMA TO VANCOUVER.
21 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 1st Aug.	22nd Aug.
"TARTAR"	4,425	WEDNESDAY, 8th Aug.	1st Sept.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 22nd Aug.	12th Sept.
"ATHENIAN"	3,882	WEDNESDAY, 5th Sept.	29th Sept.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 19th Sept.	10th Oct.
"MONTEAGLE"	6,163	WEDNESDAY, 3rd Oct.	27th Oct.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL
OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT
CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 250; via New York 652.
Intermediate on Steamers 240; on Rail 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate"
passengers only to Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.

8

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW AND AMOI	"SHOSHIN MARU"	THURSDAY, 26th July, at 10 A.M.
SHANGHAI VIA SWATOW, AMOI and FOCHOW	"SOSHU MARU"	TUESDAY, 24th July, at Noon.
ANPING VIA SWATOW AND AMOI	"AKASHI MARU"	WEDNESDAY, 25th July, at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and
are fitted throughout with electric light. First-class Saloon Amidsides. Unparalleled Table.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office,
Second Floor, No. 1, Queen's Building.

Hongkong, 24th July, 1906.

T. ARIMA, Manager.

[14]

EAST ASIATIC CO., LTD.

RUSSIAN EAST ASIATIC CO., LTD.

COPENHAGEN.

ST. PETERSBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR COPENHAGEN AND BALTIC PORTS.

S.S. "KINA"	on or about the 15th Aug.	from Hongkong.
S.S. "SIBIRIEN"	on or about the 1st Sept.	from Hongkong.

FOR SHANGHAI, YOKOHAMA, KOBE AND TONGKU.

S.S. "SIBIRIEN"	on or about the 1st Aug.	from Hongkong.
-----------------	--------------------------	----------------

For Further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 23rd July, 1906.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO	DATE
SINGAPORE, PENANG & CALCUTTA	"KUNSAUNG"	Tuesday, 24th July, 3 p.m.	
SHANGHAI	"KWONGSANG"	Wednesday, 25th July, 4 p.m.	
MANILA	"LOONGSANG"	Friday, 27th July, 4 p.m.	
SINGAPORE, PENANG & CALCUTTA	"KUNSAUNG"	Tuesday, 31st July, 3 p.m.	

* These Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Cebu, Tientsin, Newchwang & Yangtze
Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

GENERAL MANAGERS.

[18]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
BAYERN	WEDNESDAY 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August
SACHSEN	WEDNESDAY 12th September
PRINZ HEINRICH	WEDNESDAY 26th September
GRINSEAU	WEDNESDAY 10th October
PRINZ LUDWIG	WEDNESDAY 24th October
PRINZESS ALICE	WEDNESDAY 7th November
PREUSSEN	WEDNESDAY 21st November

ON WEDNESDAY, the 1st day of AUGUST, 1906, at Noon, the Steamship "BAYERN"
Captain H. Formes, with MAILES, PASSENGERS, SPECIE and CARGO, will
leave this Port as above, CALLING AT NAPLES, GENOA, SUEZ, PORT SAID, ADEN,
SINGAPORE, PENANG, COLOMBO, CALCUTTA, and other ports. Shipping
Orders will be received on Board until 5 p.m. on MONDAY, the 30th July. Cargo and
Specie will be received at the Agency's Office until Noon, on TUESDAY, the 31st July.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	251 0 0	212 0 0	222 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	97 0 0	63 0 0	33 0 0

TO NEW YORK VIA SUEZ	1st Class	2nd Class	3rd Class
VIA NAPLES, GENOA OR GIBRALTAR	64 0 0	44 0 0	26 0 0
returns	115 0 0	78 0 0	47 0 0
VIA BREMEN OR SOUTHAMPTON	1st Class	2nd Class	3rd Class
returns	68 0 0	46 0 0	27 0 0
returns	123 0 0	83 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates will be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERCEPTION OF THE VOYAGE IN EGYPT:
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
PRINZ SIGISMUND	TUESDAY, 24th July.
WILHELM	TUESDAY, 21st Aug.
PRINZ WALDEMAR	TUESDAY, 18th Sept.

ON TUESDAY, the 24th JULY, at 7 p.m., the Steamship "PRINZ SIGISMUND,"
Captain Lenz, with Mailes, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

TO	1st Class	2nd Class	3rd Class
TO MANILA	\$50	\$30	\$20
TO NEW GUINEA	\$28	\$18	\$14
TO BRISBANE	\$30	\$20	\$14
TO SYDNEY	\$33	\$23	\$15
TO MELBOURNE	\$34	\$24	\$16
TO YOKOHAMA	\$85	\$60	\$40
TO KOBE	\$85	\$60	\$40
TO YOKOHAMA and back from KOBE	\$140	\$100	\$60

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297 0 0.
TO EUROPE VIA AUSTRALIA AND AMERICA 95 0 0.

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

* YOKOHAMA and KOBE	"WILHELM"	Wednesday, 1st Aug.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ EITEL FRIEDRICH"	Wednesday, 1st Aug.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"SACHSEN"	Wednesday, 15th Aug.

* Reaching Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,
P. & K. Co. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates—

TO	1st Class	2nd Class	3rd Class
To London via Plymouth or Southampton	\$82 0 0	\$63 10 0	\$35 0 0
To Bremen	\$65 0 0	\$50 0 0	\$25 0 0
To Paris via Cherbourg	\$65 0 0	\$50 0 0	\$25 0 0
To Naples, Genoa via Gibraltar	\$65 0 0	\$50 0 0	\$25 0 0

NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS.

Hongkong, 9th June, 1906.

VESSELS ON THE BEATH

ORIENTAL PACIFIC LINE.

FOR YOKOHAMA & SAN FRANCISCO.

THE Steamship "DAKOTAH,"

will be despatched for the above Ports on
SATURDAY, the 4th August.
For Freight and further particulars apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 28th June, 1906. [138]

DAMPFSCIFFS-REHDEREI "UNION"
ACTIEN-GESELLSCHAFT.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship "ALBENGA,"

Captain Peterson, will be despatched for the
above Port on or about SATURDAY, the
25th August, 1906.
For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 13th July, 1906. [1412]

NATAL LINE OF STEAMERS

THE Under-said GENERAL AGENTS

in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS OF
LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co's fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for Cape Ports every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED.

General Agents for China and Japan
Hongkong, 4th August, 1898.

HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns.
3,000 h.p. Comdr. E. L. T. Leatham, Shanghai.
Aetna, 2nd class cruiser, 4,360 tons, 10 guns.
7,000 h.p. Captain C. L. Vaughan-Lee, Hongkong.
Bramble, gunboat, 710 tons, 900 h.p. Lieut. E. C. W. Davidson, Yangtze.
Britomart, gunboat, 710 tons, 900 h.p. Lieut. W. L. Hamer, Yangtze.
Cadmus, British ship, 1,070 tons, Comdr. H. D. de Cane Luard, Hongkong.
Chic, British ship, 1,070 tons, Comdr. H. D. Wilkin, D.S.O. Hongkong.
Diadem, 1st class cruiser, 11,000 tons, 16 guns, 16,500 h.p. Capt. H. W. Savory, Yokohama.
Fame, torpedo-boat destroyer, 380 tons, 6 guns, 5,700 h.p. Lieut. Comdr. Hughes, Hongkong.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p. Capt. Grant Dalton, S. American Ports.
Heaton, Yokohama.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,500 h.p. Lieut. Comdr. Darwall, Yokohama.
Kent, cruiser, armoured, 9,800 tons, 14 guns, 22,000 h.p. Captain S. V. Yde Horey, Yokohama.
King Alfred, British cruiser, 14,000 tons, Capt. Cecil F. Thoby, Yokohama.
Kinshira, river gunboat, 351 tons, Lieut. Comdr. E. V. P. R. Dugmore, on Yangtze.
Monmouth, cruiser, 8,800 tons, Capt. J. A. Tuke, Yokohama.
Moonbeam, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Vaughan, West River.
Nightingale, river gunboat, 85 tons, 240 h.p. Lieut. Comdr. E. S. Roy, R.N., Shanghai.
Otter, torpedo-boat destroyer, 350 tons, 6 guns, 4,300 h.p. Lieut. Comdr. Kidd, Yokohama.
Rambler, surveying-ship, 583 tons, Comdr. Chas. E. Moore, Hongkong.
Robin, river gunboat, 35 tons, 2 guns, 240 h.p. Lieut. Comdr. Walcott, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut. Comdr. H. T. Athy, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut. Comdr. T. J. S. Lyne, Yangtze.
Tamar, receiving ship, 4,600 tons, 6 guns, Commodore H. P. Williams, at Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Seaton, on Yangtze.
Thistle, gunboat, 710 tons, 900 h.p. Lieut. Comdr. West, Shanghai.
Vanguard, torpedo-boat destroyer, 340 tons, 6 guns, 4,300 h.p. Lieut. Comdr. Stevenson, Nagasaki.
Waterwitch, surveying ship, 620 tons, 450 h.p. Comdr. A. W. Glennie, Swatow.
Whiting, torpedo-boat destroyer, 350 tons, 6 guns, 5,500 h.p. Lieut. Comdr. C. E. L. Thomas, Yokohama.
Widgeon, gunboat, 185 tons, 2 guns, 800 h.p. Lieut. Comdr. G. B. Spicer-Simson, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. Hugh Somerville, Yangtze.
Woodhull, gunboat, 15 tons, 2 guns, 550 h.p. Lieut. Comdr. J. F. Knox, Yangtze.

Shanghai, 1st July, General—Butterfield & Swire.

KWONGSANG, British str., 1,325, W. P. Baker, 30th July—Shanghai 17th July and Swatow 21st, General—Jardine, Matheson & Co.

LABON, Norwegian str., 919, A. E. Olsen, 22nd July—Mojji 15th July, Coal—Asgard, Thoresen & Co.

LOWTHER CASTLE, British str., 2,961, W. Lightoller, 21st July—Amoy 20th July, General—Doddwell & Co.

LOYAL, German str., 1,277, Fr. Natting, 21st July—Bangkok 13th July, Rice and General—Sander, Wieler & Co.

MATTHEUS MARU, Japanese str., 1,089, J. A. Morin, 21st July—Amoy and Swatow 24th July, General—Osaka Shosen Kaisha.

MATTHEUS, German str., 833, N. Schumann, 25th July—Mojji 11th July, Coal—Jensen & Co.

MESFOS, Chinese str., 1,346, MoArthur, 21st July—Shanghai 18th July, General—Chinese.

MONTAGNE, English str., 1,737, F. W. Hatten, 11th July—Jara 3rd July, Sugar and Malacca—Order.

NEIL MACLEOD, Amr. str.,

